From dave at horsfall.org Sat Apr 1 02:20:03 2017
From: dave at horsfall.org (Dave Horsfall)
Date: Sat, 1 Apr 2017 17:20:03 +1100 (EST)
Subject: [BoatAnchors] Regen HF receivers useful? (long)
In-Reply-To: <CAEJr0FvpUWJfFvdh_hQOFqtj-7BPDh6k9jvU5chMv80MD+y+mA@mail.gmail.com>
References: <476095B64E8A4C2587D6EF18B151E5CA@newdualath>
 <CAEJr0FvpUWJfFvdh_hQOFqtj-7BPDh6k9jvU5chMv80MD+y+mA@mail.gmail.com>
Message-ID: <alpine.BSF.2.20.1704011717050.81763@aneurin.horsfall.org>

On Fri, 31 Mar 2017, Rich Post via BoatAnchors wrote:

> By all means, the building of a regen is a great learning experience.

Which reminds me: is the WALT (Worked All Local Televisions) still awarded?

--
Dave Horsfall DTM (VK2KFU) "Those who don't understand security will suffer."

From dean.gagnon at juno.com Sat Apr 1 15:43:15 2017
From: dean.gagnon at juno.com (dean.gagnon at juno.com)
Date: Sat, 1 Apr 2017 19:43:15 GMT
Subject: [BoatAnchors] KWM-2 Main Tuning Knob Removal
Message-ID: <20170401.154315.31778.0@webmail03.vgs.untd.com>

Just getting around to rebuilding my KWM-2 PTO but I can't get the knob off. It is a friction fit knob (no set screws). Anyone make it through this process and live (also have the rig still alive) to tell about it?

Dean
KK1K
____
Police Urge Americans to Carry This With Them at All Times
The Observer
http://thirdpartyoffers.juno.com/TGL3131/58e0030896e8830820cdst01vuc

---

From nbroline at austin.rr.com Sat Apr 1 17:25:16 2017
From: nbroline at austin.rr.com (Nick Broline)
Date: Sat, 1 Apr 2017 16:25:16 -0500
Subject: [BoatAnchors] National SW-3 Followup
Message-ID: <A6359A909B704E9B9CC25BE513E32453@newdualath>

I am indebted to all of you who responded with comments, both on the reflector and directly.
It is clear that all endorsed the notion of a regen receiver as a good training measure, and the regen is not a useless doorstop. All showed they had a deep affection for their treasures. The National regen radios, the

SW-3 and -5, were used commercially by the Byrd Antarctic expedition and by the Pan AM Clippers flying from the US to South America. That seems to have put an extraordinary trust in these simple boxes.

Responding to many of your comments and guidance:
1) We are not going to build a replica of the National radio. I am going to use a wide-tuning pre-selector RF amplifier that is not ganged to the tuning cap. I want the detector to be so versatile that he can wind relatively wide tuning range coils as he sees fit AND narrow tuning bandspread coils to fill in where he wants greater tuning resolution. By using plug-in coils that have several extra contacts allows fixed caps to be used to adjust the tuning range of the variable cap. Trying to get 2-gang tracking eliminates the spontaneity of cobbling up a new band.
2) We will focus on frequency dial reset accuracy. If we think of a new ham in his dorm room without a modern digital receiver to provide calibration then the effort put into generating reliable frequency charts so there is no guessing as to where he is tuned. It is not unthinkable that the tuning mechanisms from early HP, General Radio, Lampkin Laboratories, and Measurements Corporation test equipment effectively created long readout dials that tuned with many turns lock-to-lock. In the days of analog instrumentation there were no alternatives to this approach.
3) A very clever measure to "modularize" the RF amp and detector circuits by using individual shielded cans was pointed out by Jim Hanlon from Nov 1952 QST. Ed Hayward built a band switching regen using the SW-3 architecture. For a wood breadboard construction this is a great approach! Except for signal leads all in/out leads can get their individual bypassing to the shield. Now all we need are sheet metal coffee cans!
4) We are planning on putting a 6V6 audio output stage to support an external speaker and the ear buds from his phone. Audio chain will also include an L-C CW filter and a low-pass filter for cutting the highs.

I'll post again if I come across a revelation that seems to be worth the bandwidth.

73,
Nick Broline
W5FUA
512 327 7425 (wire)

From anchor at ec.rr.com Sat Apr 1 17:31:35 2017
From: anchor at ec.rr.com (Al Parker)
Date: Sat, 1 Apr 2017 17:31:35 -0400
Subject: [BoatAnchors] KWM-2 Main Tuning Knob Removal
In-Reply-To: <20170401.154315.31778.0@webmail03.vgs.untd.com>
References: <20170401.154315.31778.0@webmail03.vgs.untd.com>
Message-ID: <1a6c46d2-e9e1-8694-0af5-c28c889bcf46@ec.rr.com>

Dean,
It should slide off. The shaft has a flat on it, the knob has a spring
steel pc in its half round hole to hold it against the knobs flat.
Yours may be stuck. Try inserting a thin steel rule (or similar pc)
behind the knob and exert a little prying effort.
The KWM-2A knob has a set screw.
73,

Al, W8UT
www.boatanchors.org
www.hammarlund.info

"There is nothing -- absolutely nothing -- half so much
worth doing as simply messing about in boats"
Ratty, to Mole

On 4/1/2017 3:43 PM, dean.gagnon--- via BoatAnchors wrote:
> Just getting around to rebuilding my KWM-2 PTO but I can't get the knob off. It is a friction fit knob (no set screws). Anyone make it through this process and live (also have the rig still alive) to tell about it?
>
> Dean
> KK1K
> ____
> Police Urge Americans to Carry This With Them at All Times
> The Observer
> http://thirdpartyoffers.juno.com/TGL3131/58e0030896e8830820cdst01vuc
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors
>

From kd5byb at kd5byb.net Sat Apr 1 18:42:33 2017
From: kd5byb at kd5byb.net (Ben Hall)
Date: Sat, 1 Apr 2017 17:42:33 -0500
Subject: [BoatAnchors] What is it?
Message-ID: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>

Good evening all,

I bought a box of metal tubes on the e-place several months ago. Inside
was a metal octal envelope tube with the following label:

"RCA DWG 13113-52"

I did some websearching on this number, found nothing, and put it aside. During a shack clean-up this morning, I found it...and decided to open it up.

Bent back the four tabs and separated the base. Inside there were wires running from the octal base pins to something inside that had been encapsulated in wax. One pin was connected to the metal envelope.

I melted out the wax and was left with something I've never seen before. I'm curious if anyone can identify what this thing might be?

Photos:

<http://www.kd5byb.net/whatisit/what-is-it-1a.jpg>

<http://www.kd5byb.net/whatisit/what-is-it-2a.jpg>

<http://www.kd5byb.net/whatisit/what-is-it-3a.jpg>

Thanks much and 73,
ben, kd5byb

From arc5 at ix.netcom.com Sat Apr 1 19:53:02 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Sat, 1 Apr 2017 18:53:02 -0500
Subject: [BoatAnchors] What is it?
In-Reply-To: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
Message-ID: <26776945C1F04A20835753425CC445DC@DaddyPC>

----- Original Message -----
From: "Ben Hall via BoatAnchors" <boatanchors at theporch.com>
Subject: [BoatAnchors] What is it?

> Good evening all,
>
> I bought a box of metal tubes on the e-place several months
> ago. Inside was a metal octal envelope tube with the following
> label:
>
> "RCA DWG 13113-52"

It is a quadrupley-redundant impact switch for an
early Hydrogen Bomb! You should turn yourself
into the nearest Forces base. Throw yourself on

the mercy of the tribunal. You'll get a reduced sentance.

May God Have Mercy On Your Soul,
David S.
1 April 2017

From wb3fau55 at neo.rr.com Sat Apr 1 19:53:44 2017
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sat, 1 Apr 2017 19:53:44 -0400
Subject: [BoatAnchors] What is it?
In-Reply-To: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
Message-ID: <20170401235344.BXOV8.133305.root@cdptpa-web17>

Ben, I think it is a relay...Russ.
---- Ben Hall via BoatAnchors <boatanchors at theporch.com> wrote:
> Good evening all,
>
> I bought a box of metal tubes on the e-place several months ago. Inside
> was a metal octal envelope tube with the following label:
>
> "RCA DWG 13113-52"
>
> I did some websearching on this number, found nothing, and put it aside.
>   During a shack clean-up this morning, I found it...and decided to open
> it up.
>
> Bent back the four tabs and separated the base. Inside there were wires
> running from the octal base pins to something inside that had been
> encapsulated in wax. One pin was connected to the metal envelope.
>
> I melted out the wax and was left with something I've never seen before.
>   I'm curious if anyone can identify what this thing might be?
>
> Photos:
>
> <http://www.kd5byb.net/whatisit/what-is-it-1a.jpg>
>
> <http://www.kd5byb.net/whatisit/what-is-it-2a.jpg>
>
> <http://www.kd5byb.net/whatisit/what-is-it-3a.jpg>
>
> Thanks much and 73,
> ben, kd5byb
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com

> https://theporch.com/mailman/listinfo/boatanchors

From mike_25-z at aafradio.org Sat Apr 1 19:54:44 2017
From: mike_25-z at aafradio.org (aafradio)
Date: Sat, 1 Apr 2017 19:54:44 -0400
Subject: [BoatAnchors] What is it?
In-Reply-To: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
Message-ID: <4ff88e74-ad57-1584-60cc-fb0b764d8edc@aafradio.org>

Looks suspiciously like a small selenium bridge rectifier.

  - Mike KC4TOS

On 4/1/2017 6:42 PM, Ben Hall via BoatAnchors wrote:
> I bought a box of metal tubes on the e-place several months ago.
> Inside was a metal octal envelope tube with the following label:
>
> "RCA DWG 13113-52"
>
> I did some websearching on this number, found nothing, and put it
> aside. During a shack clean-up this morning, I found it...and decided
> to open it up.
>
> Bent back the four tabs and separated the base. Inside there were
> wires running from the octal base pins to something inside that had
> been encapsulated in wax. One pin was connected to the metal envelope.
>
> I melted out the wax and was left with something I've never seen
> before. I'm curious if anyone can identify what this thing might be?
>
> Photos:
>
> <http://www.kd5byb.net/whatisit/what-is-it-1a.jpg>
>
> <http://www.kd5byb.net/whatisit/what-is-it-2a.jpg>
>
> <http://www.kd5byb.net/whatisit/what-is-it-3a.jpg>
>
> Thanks much and 73,
> ben, kd5byb
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors
>

>

From arc5 at ix.netcom.com Sat Apr 1 19:56:33 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Sat, 1 Apr 2017 18:56:33 -0500
Subject: [BoatAnchors] What is it?
In-Reply-To: <4ff88e74-ad57-1584-60cc-fb0b764d8edc@aafradio.org>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
 <4ff88e74-ad57-1584-60cc-fb0b764d8edc@aafradio.org>
Message-ID: <83C53F0DA2B545DC999DDB60D07DF54E@DaddyPC>

----- Original Message -----
From: "aafradio via BoatAnchors" <boatanchors at theporch.com>
Subject: Re: [BoatAnchors] What is it?

> Looks suspiciously like a small selenium bridge rectifier.

"Shhhhhhhhh!!!" (pokes Mike's side...)

From n7rk at cox.net Sat Apr 1 20:28:59 2017
From: n7rk at cox.net (Dave Hollander)
Date: Sat, 1 Apr 2017 17:28:59 -0700
Subject: [BoatAnchors] What is it?
In-Reply-To: <3AjJ1v00l1qvwco01AjLdp>
References: <3AjJ1v00l1qvwco01AjLdp>
Message-ID: <58E045CB.8010809@cox.net>

It's an early attempt at a tube IC.

April Fools!

Dave N7RK

--
Dave Hollander N7RK
Arizona Tube Supply
http://arizonatubesupply.com

Ham Radio Page
http://n7rk.com

From kd5byb at kd5byb.net Sat Apr 1 20:48:06 2017
From: kd5byb at kd5byb.net (Ben Hall)
Date: Sat, 1 Apr 2017 19:48:06 -0500
Subject: [BoatAnchors] What is it?
In-Reply-To: <26776945C1F04A20835753425CC445DC@DaddyPC>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
 <26776945C1F04A20835753425CC445DC@DaddyPC>
Message-ID: <ab65cec2-c6e2-4754-c56c-5aa0687da22d@kd5byb.net>

On 4/1/2017 6:53 PM, David Stinson via BoatAnchors wrote:
> It is a quadrupley-redundant impact switch for an
> early Hydrogen Bomb! You should turn yourself
> into the nearest Forces base. Throw yourself on
> the mercy of the tribunal. You'll get a reduced sentance.

Thankfully...I work at the nearest forces base and have all the needed credentials for that and things worse, so I'm good. ;) An my boss didn't think I needed to renew my ammunition and explosives certification... ;)

Heh heh heh...

I'll do some work with the ohmmeter tomorrow to see if maybe it is a selenium rectifier.

But if it is a selenium - why encapsulate it in wax? Seems like that would impede cooling rather than help. Maybe a small-signal selenium? Interesting...

It doesn't have a coil...so its not a relay...

thanks,
ben

From wb3fau55 at neo.rr.com Sun Apr 2 06:59:27 2017
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 2 Apr 2017 6:59:27 -0400
Subject: [BoatAnchors] What is it?
In-Reply-To: <ab65cec2-c6e2-4754-c56c-5aa0687da22d@kd5byb.net>
Message-ID: <20170402105928.NNZ3W.135664.root@cdptpa-web17>

Its a capacitor!
---- Ben Hall via BoatAnchors <boatanchors at theporch.com> wrote:
> On 4/1/2017 6:53 PM, David Stinson via BoatAnchors wrote:
> > It is a quadrupley-redundant impact switch for an

> > early Hydrogen Bomb! You should turn yourself
> > into the nearest Forces base. Throw yourself on
> > the mercy of the tribunal. You'll get a reduced sentance.
>
> Thankfully...I work at the nearest forces base and have all the needed
> credentials for that and things worse, so I'm good. ;) An my boss
> didn't think I needed to renew my ammunition and explosives
> certification... ;)
>
> Heh heh heh...
>
> I'll do some work with the ohmmeter tomorrow to see if maybe it is a
> selenium rectifier.
>
> But if it is a selenium - why encapsulate it in wax? Seems like that
> would impede cooling rather than help. Maybe a small-signal selenium?
> Interesting...
>
> It doesn't have a coil...so its not a relay...
>
> thanks,
> ben
>
>
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors

From oldradio at comcast.net Sun Apr 2 07:46:09 2017
From: oldradio at comcast.net (John Dilks)
Date: Sun, 2 Apr 2017 07:46:09 -0400 (EDT)
Subject: [BoatAnchors] What is it? Lud Sibley says...
In-Reply-To: <84C992C9C93E466EB14FC550A94B5E9F@ownerbadca3eba>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
 <308088383.880204.1491087870842@connect.xfinity.com>
 <84C992C9C93E466EB14FC550A94B5E9F@ownerbadca3eba>
Message-ID: <1213854831.888493.1491133570176@connect.xfinity.com>

> On April 1, 2017 at 10:22 PM Ludwell Sibley <tubelore at jeffnet.org> wrote:
>
>
>   I think I have one of those somewhere, painted gray.
>
>
>

>   Betcha it?s a copper-oxide bridge, a meter rectifier. To the ohmmeter!
>
>
>
>   Lud
>
>
>   --
>
>   From: John Dilks [mailto:oldradio at comcast.net]
>   Sent: Saturday, April 01, 2017 4:05 PM
>   To: Ludwell Sibley
>   Subject: Fwd: [BoatAnchors] What is it?
>
>
>
>   Hi Lud,
>
>   This looks like something you would like to see? Photos are interesting.
>
>   73, John Dilks, K2TQN
>   Having fun smelling hot rosin and solder again.
>
>
>
>   > >
> >   ---------- Original Message ----------
> >   From: Ben Hall via BoatAnchors <boatanchors at theporch.com>
> >   To: Old Tube Radios <boatanchors at theporch.com>
> >   Date: April 1, 2017 at 6:42 PM
> >   Subject: [BoatAnchors] What is it?
> >
> >   Good evening all,
> >
> >   I bought a box of metal tubes on the e-place several months ago.
Inside
> >   was a metal octal envelope tube with the following label:
> >
> >   "RCA DWG 13113-52"
> >
> >   I did some websearching on this number, found nothing, and put it
aside.
> >   During a shack clean-up this morning, I found it...and decided to open
> >   it up.
> >
> >   Bent back the four tabs and separated the base. Inside there were
wires
> >   running from the octal base pins to something inside that had been

> >   encapsulated in wax. One pin was connected to the metal envelope.
> >
> >   I melted out the wax and was left with something I've never seen before.
> >   I'm curious if anyone can identify what this thing might be?
> >
> >   Photos:
> >
> >   <http://www.kd5byb.net/whatisit/what-is-it-1a.jpg>
> >
> >   <http://www.kd5byb.net/whatisit/what-is-it-2a.jpg>
> >
> >   <http://www.kd5byb.net/whatisit/what-is-it-3a.jpg>
> >
> >   Thanks much and 73,
> >   ben, kd5byb
> >
> >   ____
> >   BoatAnchors mailing list
> >   BoatAnchors at theporch.com
> >   https://theporch.com/mailman/listinfo/boatanchors
> >
> >   >

From arc5 at ix.netcom.com Sun Apr 2 08:32:11 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Sun, 2 Apr 2017 07:32:11 -0500
Subject: [BoatAnchors] KWM-2 Main Tuning Knob Removal
In-Reply-To: <20170401.154315.31778.0@webmail03.vgs.untd.com>
References: <20170401.154315.31778.0@webmail03.vgs.untd.com>
Message-ID: <91C5F5B8C3C94035863F3D8D70751673@DaddyPC>

----- Original Message -----
From: "dean.gagnon--- via BoatAnchors" <boatanchors at theporch.com>
Subject: [BoatAnchors] KWM-2 Main Tuning Knob Removal

> Just getting around to rebuilding my KWM-2 PTO but I can't get
> the knob off.

Is there any chance of getting a couple of drops of fluid
to the shaft behind the knob?
The very best anti-sieze stuff I've ever used- it will
loosen the most rusted bolt or stuck shaft-
is a 50-50 mix of Acetone and automatic transmission
fluid. This has worked better for me than any

commercial product, ever. I wish I could remember who told me of it so I could thank them again.

You have to stir it well because they don't like to mix. Keep it in an air-tight bottle to prevent evaporation of the acetone.
Get a few drops at the junction of the shaft and the knob. Do NOT get it on the paint. Leave it over night. The knob should come right off.
This stuff has saved a lot of cussing and mangled parts.

73 Dave S.

From arc5 at ix.netcom.com Sun Apr 2 08:37:39 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Sun, 2 Apr 2017 07:37:39 -0500
Subject: [BoatAnchors] KWM-2 Main Tuning Knob Removal
In-Reply-To: <91C5F5B8C3C94035863F3D8D70751673@DaddyPC>
References: <20170401.154315.31778.0@webmail03.vgs.untd.com>
 <91C5F5B8C3C94035863F3D8D70751673@DaddyPC>
Message-ID: <17ACC3C784ED4E33AF7249B0F1724268@DaddyPC>

P.S.
You know those knobs with the "stuck" set screws?
The kind you know you'll be forced to drill-out?
Turn the knob until the set screw is upwards.
Put 2-3 drops of the acetone-ATF mix in it.
Wait 2-4 hours. If still tight, add more and leave over night.
The set screw will come out.
Done it four times now. No failures.

From wally.gibbons at gmail.com Sun Apr 2 11:40:53 2017
From: wally.gibbons at gmail.com (Wally Gibbons)
Date: Sun, 2 Apr 2017 09:40:53 -0600
Subject: [BoatAnchors] FS: Estate equipment available
Message-ID: <CA+NFokTKRbEU9phdydna1R283VR0vj49aNv22p0r-t3n9K5giQ@mail.gmail.com>

Greetings,
I'm helping a friend clean out his fathers estate.
I have the following equipment available:

National RCP receiver. Rack mount, no case. It's complete (except for a missing 80 and 6V6GT). One of the fuse holders is broken, it's dirty too. The coil pack moves freely. The function switches are not making great contact. The power transformer is good. This receiver is available for free. You must come pick it up or arrange to get it to you. I will not ship it.

Hammarlund Comet receiver. It's complete, has 4 coil pairs. AA, BB, CC, DD. I don't know if it works. It does have the cabinet. I'd keep it but I already have two of these. I'm asking $150 dollars for it. Again you must come pick it up or arrange to get it to you. I will not ship it.

BC312 Navy Reciever. It's missing a couple of knobs. There's some wires that have been disconnected. It's dirty. I briefly considered re-capping this set and getting it working but have decided there's other projects I'm more interested in working on. I'm asking $100 dollars for it. Again you must come pick it up or arrange to get it to you. I will not ship it.

I will entertain counter-offers on the Hammarlund and the BC312. If you desire pictures reply with an your email address and I'll send a few along back to you.

Thanks.

Wally Gibbons, AF7FH
North Logan, Utah

From wally.gibbons at gmail.com Sun Apr 2 11:46:08 2017
From: wally.gibbons at gmail.com (Wally Gibbons)
Date: Sun, 2 Apr 2017 09:46:08 -0600
Subject: [BoatAnchors] Schematic needed
Message-ID: <CA+NFokRfq=PeoWv2fhJyOEqDg=cAXVQE+VxUiCyVG9CjyScksA@mail.gmail.com>

Greetings,
I've picked up a very nice RBF-1 Sonobuoy receiver. I'd like to restore it and use it. Replace bad capacitors, out of tolerance resistors, etc.

A web search has turned up precious little data on this receiver. I'm looking for a schematic (at least) for it and ideally a full maintenance manual.

If you can help me out I'd appreciate a reply. Copying/mailing expenses gladly paid,

Thanks in advance for any data or leads to where I can get this information.

Wally Gibbons, AF7FH
North Logan, Utah

From kd5byb at kd5byb.net Sun Apr 2 12:53:15 2017
From: kd5byb at kd5byb.net (Ben Hall)
Date: Sun, 2 Apr 2017 11:53:15 -0500
Subject: [BoatAnchors] What is it? Lud Sibley says...
In-Reply-To: <1213854831.888493.1491133570176@connect.xfinity.com>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
 <308088383.880204.1491087870842@connect.xfinity.com>
 <84C992C9C93E466EB14FC550A94B5E9F@ownerbadca3eba>
 <1213854831.888493.1491133570176@connect.xfinity.com>
Message-ID: <e6ffdeee-37f0-fd0b-7591-6b17727dae52@kd5byb.net>

>>   Betcha it?s a copper-oxide bridge, a meter rectifier. To the ohmmeter!

Just got done poking it with the meter - it checks out like a copper-oxide bridge rectifier. :)

And if used as a meter rectifier, very little heat would be created, so potting it in wax makes sense. :)

thanks much and 73,
ben, kd5byb

From dxguy at earthlink.net Sun Apr 2 18:08:26 2017
From: dxguy at earthlink.net (don davis)
Date: Sun, 2 Apr 2017 15:08:26 -0700
Subject: [BoatAnchors] What is it? Lud Sibley says...
In-Reply-To: <e6ffdeee-37f0-fd0b-7591-6b17727dae52@kd5byb.net>
References: <3b01ac4c-8a69-09f0-258e-19df094683d3@kd5byb.net>
 <308088383.880204.1491087870842@connect.xfinity.com>
 <84C992C9C93E466EB14FC550A94B5E9F@ownerbadca3eba>
 <1213854831.888493.1491133570176@connect.xfinity.com>
 <e6ffdeee-37f0-fd0b-7591-6b17727dae52@kd5byb.net>
Message-ID: <!&!
AAAAAAAAAAAYAAAAAAAAAO3NLm+r0kBFo+eoEOIVyavCgAAAEAAAALIkX3NJcExEoJWxANkVWk4BAAAAAA
==@earthlink.net>

Paraffin is an amazing thermal product. Requires a very large thermal energy for state change and a very low melting point (~75 deg F to~150 deg F). So, this allows a fairly high overload and attendant heat rise that will protect the rectifiers. If there is any solid wax at all it will still accept more heat while retaining temperature. I've used this in a number of space applications (Solid State Power Amps, laser LEDs, power switching diodes, etc.).

73 de don ad6pb

Ben said: And if used as a meter rectifier, very little heat would be created,
so potting it in wax makes sense. :)

thanks much and 73,
ben, kd5byb

From knjhanlon at msn.com Sun Apr 2 20:31:50 2017
From: knjhanlon at msn.com (JAMES HANLON)
Date: Mon, 3 Apr 2017 00:31:50 +0000
Subject: [BoatAnchors] Nrrd callbook lookup
Message-ID:
<CY4PR2001MB1687EF1701E7256B9224477CA0080@CY4PR2001MB1687.namprd20.prod.outlook.com>

If you have a callbook from the 80s would you please look up WD8BBA for me.
Thanks, Jim W8KGI

From wf2u at ws19ops.com Sun Apr 2 20:51:47 2017
From: wf2u at ws19ops.com (WF2U)
Date: Sun, 02 Apr 2017 20:51:47 -0400
Subject: [BoatAnchors] Looking for several Collins parts
In-Reply-To: <bedc34b8-2aad-4cbc-b999-5dfa72ea34da@ws19ops.com>
References: <bedc34b8-2aad-4cbc-b999-5dfa72ea34da@ws19ops.com>
Message-ID: <c37df753-ed8d-464d-b752-7be6d9866300@ws19ops.com>

?Sent from BlueMail ?

On Apr 2, 2017, 8:14 PM, at 8:14 PM, WF2U <wf2u at ws19ops.com> wrote:
>For 3 Collins restoration projects below I'm looking for the following?
>parts:
>1. For a 51J-4 receiver: I need the filter selector lever and the BFO
>Pitch knob (presently substituted by a concentric knob pair from a
>Tektronix scope carcass).
>2. For a 32V2 transmitter: the transmit/stand by relay. The original
>relay contacts that turn on the HV are burned completely. The
>transmitter is working presently with an? external contactor, activated
>by the antenna relay contacts.? I don't want to install an extra
>relatively large and non-original relay in the otherwise excellent (I

>solid-stated the power suppy), well functioning rig.
>3. For an R-648/ARR-41: the receiver needs the front panel handles, I
>got the radio with one handle broken and one missing; I'm also looking
>for the dial lock screw with the knurled knob. An unhacked dynamotor
>base would be also useful, as I'm restoring it to work with the
>original dynamotor (I found an original dyno without the base).
>
>Any or all the parts listed or any leads to someone who may have them,
>or on parts radios, etc., would be greatly appreciated.
>
>Thanks,
>
>73, Meir Ben-Dror WF2U
>Landrum, SC
>
>?Sent from BlueMail ?
>
>On Apr 2, 2017, 7:14 PM, at 7:14 PM, Heinz Breuer <hbreuer at debitel.net>
>wrote:
>>Could we please go back to Collins!
>>
>>The reflector rules are very strict. Please read and obey or risk to
>be
>>put on moderation or have your posting rights terminated.
>>
>>Thanks
>>Heinz DH2FA, KM5VT
>>
>>Von meinem iPhone gesendet
>>____
>>Collins mailing list
>>Home: http://mailman.qth.net/mailman/listinfo/collins
>>Help: http://mailman.qth.net/mmfaq.htm
>>Post: mailto:Collins at mailman.qth.net
>>
>>This list hosted by: http://www.qsl.net
>>Please help support this email list: http://www.qsl.net/donate.html
>____
>Collins mailing list
>Home: http://mailman.qth.net/mailman/listinfo/collins
>Help: http://mailman.qth.net/mmfaq.htm
>Post: mailto:Collins at mailman.qth.net
>
>This list hosted by: http://www.qsl.net
>Please help support this email list: http://www.qsl.net/donate.html

From arc5 at ix.netcom.com Mon Apr 3 17:41:49 2017

From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 3 Apr 2017 16:41:49 -0500
Subject: [BoatAnchors] FET Regulator: How It Do Dat?
Message-ID: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>

Dear Smart People:
Here's a FET High-voltage regulator that works:

https://goo.gl/photos/jbVaywJcWGTNWkbq9
There's a bunch of "better ways" and improvements
etc., but please- just want to address this circuit.

I understand how the zener stack must be in
conduction and you pick a point in the
stack for the reference voltage on the gate.
If the input Voltage ever falls below the value
needed to keep the zeners conducting,
the FET shuts off.

What I don't understand is exactly how
the FET matches the Gate Voltage and
the Source Voltage, thus regulating.
It seems to me that the 200V clamped
down to 18V at the Gate should turn the
thing full on and dump the input voltage
to the output with no regulation.

Excuse my dummy-ness; how does the
FET regulate?

Thanks.

From 4cx250b at miamioh.edu Mon Apr 3 19:00:24 2017
From: 4cx250b at miamioh.edu (MU 4CX250B)
Date: Mon, 3 Apr 2017 17:00:24 -0600
Subject: [BoatAnchors] FET Regulator: How It Do Dat?
In-Reply-To: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
References: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
Message-ID: <1091441142042766152@unknownmsgid>

Dave, in normal operation, the 18V zener doesn't conduct and is
effectively out of the circuit. The Gate ? Source voltage is typically
only a volt or so, depending on the FET characteristics.

If there should be a flashover or short to ground of the regulated B+,

then the 18V Zener conducts and limits the gate ? source voltage to a safe value that will not harm the FET.
73,
Jim w8zr

Sent from my iPhone

> On Apr 3, 2017, at 3:42 PM, David Stinson via BoatAnchors <boatanchors at theporch.com> wrote:
>
> works:

From gumbear at pacbell.net Mon Apr 3 23:34:18 2017
From: gumbear at pacbell.net (Arden Allen)
Date: Mon, 3 Apr 2017 20:34:18 -0700
Subject: [BoatAnchors] FET Regulator: How It Do Dat?
In-Reply-To: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
References: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
Message-ID: <E95A75DB0C4C465C8FC96A45D355E80D@Lenovo>

> ....how does the FET regulate?

Dave, what you are looking at is a garden variety source follower - it operates just like a cathode follower, or emitter follower for that matter. The stack of zeners is just a way of getting a reference voltage for the source to follow. Assuming the MOSFET is an enhancement mode device, I.e., it's OFF at zero gate-source voltage, it turns on with the source being a couple or so volts negative with respect to the gate. The 18 volt zener connected from gate to source is a clamp for gate protection. If the gate would become about 40 volts or more positive than the source the gate to channel insulation would break down and the MOSFET would be destroyed. The zener conducts in avalanche mode, clamping the gate-source at 18 volts, when power is first applied, which charges up the 50 uF output filter cap until the MOSFET drops out of saturation and regulates by linear conduction. With the high transconductance of the MOSFET and the output bypass cap regulation is fast and that's what you want if you're not fussy about absolute voltage accuracy. Most of the drift with temperature change will be coming from the zener reference stack. Accuracy should be within a few percent which should be fine for a 200 volt tube device power supply.

While writing this I was bit three times by mosquitos. That's the legacy of the rains we were so happy to get....

Arden Allen
KB6NAX

He who is cruel to animals becomes

hard also in his dealings with men.
We can judge the heart of a man by
his treatment of animals.
?Immanuel Kant

From arc5 at ix.netcom.com Tue Apr 4 00:02:59 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 3 Apr 2017 23:02:59 -0500
Subject: [BoatAnchors] [Milsurplus] FET Regulator: How It Do Dat?
In-Reply-To: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
References: <7F877C3D4B2A4242AC0618A53CDF7E99@DaddyPC>
Message-ID: <9F740BECE3754E22B4332608E0A6DAF5@DaddyPC>

Re: FET Regulator.
Thank you, Smart Folks!
You always come through.

From k7sz at live.com Tue Apr 4 23:06:24 2017
From: k7sz at live.com (Rich Arland)
Date: Wed, 5 Apr 2017 03:06:24 +0000
Subject: [BoatAnchors] Heathkit SB Gear
Message-ID:
<DM5PR1201MB024994EDD731697294F1ED10F60A0@DM5PR1201MB0249.namprd12.prod.outlook.com>

I have recently been the recipient of two SB-Line stations (SB-301/401 & SB-303/401). I am looking for the SB-620 panadaptor and the HD-1410 keyer/paddle set. Eventually, when funds are available I will be in the market for a SB-220 or 200 linear amp.

Vy 73

Rich Arland
K7SZ
Author: "ARRL's Low Power Communications, the Art and Science of QRP" (all 4 editions)

"The difference between genius and stupidity is that genius has its limits" ? Albert Einstein

"Courage is being scared and saddling up anyway".......Marion Morrison

From wwatson5 at sbcglobal.net Mon Apr 10 12:43:24 2017
From: wwatson5 at sbcglobal.net (William Watson)
Date: Mon, 10 Apr 2017 16:43:24 +0000 (UTC)
Subject: [BoatAnchors] Looking for a Hallicrafters SX-62 Dial Pointer
References: <1839232386.442689.1491842604967.ref@mail.yahoo.com>
Message-ID: <1839232386.442689.1491842604967@mail.yahoo.com>

I need an SX-62 slide-type dial pointer.If you have one, I would like to buy it.
Thanks.
Joe WatsonW5WBR

From k4pf at juno.com Fri Apr 14 12:45:05 2017
From: k4pf at juno.com (k4pf at juno.com)
Date: Fri, 14 Apr 2017 16:45:05 GMT
Subject: [BoatAnchors] Gates 250W transmitter Youtube video
Message-ID: <20170414.124505.32712.0@webmail05.vgs.untd.com>

Hi, Gang

Here is a pretty good Youtube video I stumbled across,
the grand tour of a Gates 250W A.M. broadcast Xmtr:

https://www.youtube.com/watch?v=ZzpVhCL5aPg

It's impressive that it runs an 813 as +driver+ to a pair of 810 triodes.
The inside tour is about the last 15 minutes of the film clip.

73,
Ed Knobloch

From arc5 at ix.netcom.com Mon Apr 17 12:41:10 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 17 Apr 2017 11:41:10 -0500
Subject: [BoatAnchors] TCS Receiver Revival Updated- Part 1.
Message-ID: <409B72E5DC8F459EB26284801E12C263@DaddyPC>

A couple of people have said they are restoring
TCS receivers. I posted about two I'd done
a little over a year ago. I'm updating and reposting
these notes with some better pictures
in hopes they assist. I will post it in several parts.
Dave S.
(Posted widely because these concepts can
be applied to many BA rigs.)

Restoring a TCS Receiver

Here are some refurb tips learned "the hard way."
It's a big job and it takes some time,
but "your patience will be rewarded."
Check everything as you go.
As my Daddy said: "A little time looking
will save a lot of time cussing."
The TCS receiver was "built to be fixed"
so it's not as intimidating as it seems.

Get yourself some means of keeping
screws and hardware together. At some points
during the job, you'll have a lot of different types
of screws and hardware piled up.
A "pen oiler" is invaluable. Dipping a toothpick
in oil to apply it works, kinda... Finding a
pen oiler is worth the effort.

If you don't have a manual copy, you need
to get one. It's invaluable, especially for the alignment
procedure. You can find a useable manual copy at:
http://bama.edebris.com/manuals/military/tcs13/
Different models (TCS-12, -13 etc.) have minor
differences in where some wires go and in the
types of IF cans used.
Robert Downs can provide you with a very
good hard copy at a reasonable price.

Here are the stages of the receiver:
https://goo.gl/photos/jL4XJoNihxx97mUp6

Important:
When you first get your TCS receiver (or transmitter),
do not start twisting the band switch and MO switches.
The band switch, while built "heavy duty," is 75 years
old now. The leaf-spring contacts can get "gunky"
and stick. If you go twisting, they may be bent
or even broken (learned the hard way).
This is a common problem with these sets.
We'll cover working them over below.

Remove the radio from its cover.
Place the rig on its back, face up.
Put a drop of oil on each of the cabinet latching
screws to prevent them binding later.
If the latching screws are rusted and won't move,
mix 50/50 Acetone and Automatic Transmission
fluid and give the screws a dose.

They don't like to mix so you'll need to shake
well then apply immediately. Let sit a few hours
and they will likely come loose. Repeat if needed.

Leach De-Ox-It into the toggle switches around
the bat handle and give them a good working.
Do this a couple of times each.
Use De-Ox-It and a soft toothbrush to gently
scrub the pins in the power connector.
De-Ox-it the pots. A drop in the Antenna
Post can help. Check to back of the Antenna
post for good, tight contact.
Use a "pen oiler" to put a drop of oil at the
shaft of the controls and other mechanical
bearing points to get them moving properly.

Place the rig bottom-up. Remove the screws holding
the cover plate over the RF/Converter/MO section
and remove the plate.
The back panel and side panels can be removed
to allow better access for repairs.
Remove the back panel. Some of the screws
are longer than others. Mark the screw holes
so you can get them back in the proper place.

This next is tedious, but it will pay dividends.
The second most common problem I find these
days with Boatanchor rigs after leaky caps
is Hi-resistance grounds. Screw heads, star
washers and rivets oxidize and no longer conduct
well, or at all. I had an ART-13 on the bench
that read 1300 Ohms from a ground screw on
the left side to a ground screw on the right side.

Put on some soothing music, pour your favorite
adult beverage. Go inch-by-inch over the set.
Find every ground point and ground screw you
can reach and give them a little "tweak."
If they look cruddy, give them a drop of De-Ox-it.
Inspect and re-heat any suspect solder joints.

Put a drop of De-Ox-It on all the tube pin recepticals.
These old ceramic tube socket individual pin connectors
are made with two parts that are riveted together.
The rivet gets oxidized, losing contact between
the two parts.
I had trouble with the Converter socket and
tried to gently, carefully tap the rivets to tighten them.

Big mistake.
The ceramic shattered like an egg shell.
Talk about a pain to fix. That's why I say don't
mess with the mounting screws on the tube sockets.
De-Ox-It each tube pin receptical, insert
the tube and flex it in a circular motion to work
the pin socket parts. That's done the job so far.
While you have the tubes out, test them.
Might seem obvious but I've chased my tail for a
day over forgetting this routine step.

Back to the band and Osc. switches:
Carefully inspect each band switch
and MO switch wiper.
Here's what they look like (red arrow)
https://goo.gl/photos/ztxA1z6RHboPn4TS7
Use a thin probe or jeweler's screwdriver to
gently lift the contact wipers to make sure
they're not stuck.
If none of them stick now, they can still drag,
stick and bend on cruddy adjacent contacts.
Watch for that.
If you already have a bent one, do not despair.
I managed to straighten my bent one with a
small hemostat and patience.
You can fix it with a few moments observation
and thought.

Now gently rock the switch back and forth
a little- not actually switching yet.
Inspect the motion of each wiper, watching
for any "stickiness." Do this for all three bands
and five MO postions. Use brown kraft paper
soaked in contact cleaner followed by dry paper
to burnish away any crud causing a problem.
Do not use abrasives on these contacts.
Once you take the time to clean and lube
these switches, they will outlive both of us.

It is unfortunately common to find the tuning
capacitor and its backlash split gears gunked-up
with old WD-40 or "Billy-Bob's Gooy-Lube" from
1962 or some other such nastyness.
Backlash split gears should be run dry. The bearings
and shafts do need a drop of good grade lube oil
but don't oil or grease the space between the
split gears.
Get some Ronson Lighter Fluid (naptha, I think)

from WallyWorld. It will do the job for dissolving
and cleaning the goo out of the gears.
I've made a video I hope helps
with this process. I ain't no "movie star"
but here it is. Try not to laugh too much:
https://www.youtube.com/watch?v=kYgCUokEgDg

Next post, I'll cover how to get the IF/BFO/Audio
modules out so you can replace all the dud parts.
Not nearly as hard as it looks.

GL OM ES 73 DE Dave AB5S

From gsantacanav at gmail.com Mon Apr 17 14:39:35 2017
From: gsantacanav at gmail.com (Guido Santacana)
Date: Mon, 17 Apr 2017 14:39:35 -0400
Subject: [BoatAnchors] TCS Receiver Revival Updated- Part 1.
In-Reply-To: <409B72E5DC8F459EB26284801E12C263@DaddyPC>
References: <409B72E5DC8F459EB26284801E12C263@DaddyPC>
Message-ID: <54A35D5A-F507-4188-9623-C982F45221DA@gmail.com>

Many thanks for this info. I have a working TCS but it still needs more TLC. Your experience is invaluable. This is my third one but it was a basketcase that has been slowly returning to normal. The TCS was my first BA ever and I don't know why I always liked it better than many others.

TNX & 73s

Guido

Guido Santacana KP4FAR

Sent from my iPhone

> On Apr 17, 2017, at 12:41 PM, David Stinson via BoatAnchors <boatanchors at theporch.com> wrote:
>
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> a little over a year ago. I'm updating and reposting
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>
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors

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From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 17 Apr 2017 09:07:05 -0500
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Message-ID: <4288CD2CCEE5475BA2B6713A0111B533@DaddyPC>

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screws and hardware together.   At some points
during the job, you'll have a lot of different types
of screws and hardware piled up.
A "pen oiler" is invaluable. Dipping a toothpick
in oil to apply it works, kinda... Finding a
pen oiler is worth the effort.

If you don't have a manual copy, you need
to get one. It's invaluable, especially for the alignment
procedure. You can find a useable manual copy at:
http://bama.edebris.com/manuals/military/tcs13/
Different models (TCS-12, -13 etc.) have minor
differences in where some wires go and in the
types of IF cans used.
Robert Downs can provide you with a very
good hard copy at a reasonable price.

Here are the stages of the receiver:
https://goo.gl/photos/jL4XJoNihxx97mUp6

Important:

When you first get your TCS receiver (or transmitter),
do not start twisting the band switch and MO switches.
The band switch, while built "heavy duty," is 75 years
old now. The leaf-spring contacts can get "gunky"
and stick. If you go twisting, they may be bent
or even broken (learned the hard way).
This is a common problem with these sets.
We'll cover working them over below.

Remove the radio from its cover.
Place the rig on its back, face up.
Put a drop of oil on each of the cabinet latching
screws to prevent them binding later.
If the latching screws are rusted and won't move,
mix 50/50 Acetone and Automatic Transmission
fluid and give the screws a dose.
They don't like to mix so you'll need to shake
well then apply immediately. Let sit a few hours
and they will likely come loose. Repeat if needed.

Leach De-Ox-It into the toggle switches around
the bat handle and give them a good working.
Do this a couple of times each.
Use De-Ox-It and a soft toothbrush to gently
scrub the pins in the power connector.
De-Ox-it the pots. A drop in the Antenna
Post can help. Check to back of the Antenna
post for good, tight contact.
Use a "pen oiler" to put a drop of oil at the
shaft of the controls and other mechanical
bearing points to get them moving properly.

Place the rig bottom-up. Remove the screws holding
the cover plate over the RF/Converter/MO section
and remove the plate.
The back panel and side panels can be removed
to allow better access for repairs.
Remove the back panel. Some of the screws
are longer than others. Mark the screw holes
so you can get them back in the proper place.

This next is tedious, but it will pay dividends.
The second most common problem I find these
days with Boatanchor rigs after leaky caps
is Hi-resistance grounds. Screw heads, star
washers and rivets oxidize and no longer conduct
well, or at all. I had an ART-13 on the bench
that read 1300 Ohms from a ground screw on

the left side to a ground screw on the right side.

Put on some soothing music, pour your favorite
adult beverage. Go inch-by-inch over the set.
Find every ground point and ground screw you
can reach and give them a little "tweak."
If they look cruddy, give them a drop of De-Ox-it.
Inspect and re-heat any suspect solder joints.

Put a drop of De-Ox-It on all the tube pin recepticals.
These old ceramic tube socket individual pin connectors
are made with two parts that are riveted together.
The rivet gets oxidized, losing contact between
the two parts.
I had trouble with the Converter socket and
tried to gently, carefully tap the rivets to tighten them.
Big mistake.
The ceramic shattered like an egg shell.
Talk about a pain to fix. That's why I say don't
mess with the mounting screws on the tube sockets.
De-Ox-It each tube pin receptical, insert
the tube and flex it in a circular motion to work
the pin socket parts. That's done the job so far.
While you have the tubes out, test them.
Might seem obvious but I've chased my tail for a
day over forgetting this routine step.

Back to the band and Osc. switches:
Carefully inspect each band switch
and MO switch wiper.
Here's what they look like (red arrow)
https://goo.gl/photos/ztxA1z6RHboPn4TS7
Use a thin probe or jeweler's screwdriver to
gently lift the contact wipers to make sure
they're not stuck.
If none of them stick now, they can still drag,
stick and bend on cruddy adjacent contacts.
Watch for that.
If you already have a bent one, do not despair.
I managed to straighten my bent one with a
small hemostat and patience.
You can fix it with a few moments observation
and thought.

Now gently rock the switch back and forth
a little- not actually switching yet.
Inspect the motion of each wiper, watching
for any "stickiness." Do this for all three bands

and five MO postions. Use brown kraft paper
soaked in contact cleaner followed by dry paper
to burnish away any crud causing a problem.
Do not use abrasives on these contacts.
Once you take the time to clean and lube
these switches, they will outlive both of us.

It is unfortunately common to find the tuning
capacitor and its backlash split gears gunked-up
with old WD-40 or "Billy-Bob's Gooy-Lube" from
1962 or some other such nastyness.
Backlash split gears should be run dry. The bearings
and shafts do need a drop of good grade lube oil
but don't oil or grease the space between the
split gears.
Get some Ronson Lighter Fluid (naptha, I think)
from WallyWorld. It will do the job for dissolving
and cleaning the goo out of the gears.
 I've made a video I hope helps
with this process. I ain't no "movie star"
but here it is. Try not to laugh too much:
https://www.youtube.com/watch?v=kYgCUokEgDg

Next post, I'll cover how to get the IF/BFO/Audio
modules out so you can replace all the dud parts.
Not nearly as hard as it looks.

GL OM ES 73 DE Dave AB5S

From 1oldlens1 at ix.netcom.com Tue Apr 18 03:42:24 2017
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Tue, 18 Apr 2017 00:42:24 -0700
Subject: [BoatAnchors] Radio Australia off air
Message-ID: <6f2568d5-7050-c79a-b916-994bcd8079f3@ix.netcom.com>

     Radio Australia has decided to discontinue short wave broadcasts.
One of the last and always a reliable signal here.
--
Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From dave at horsfall.org Tue Apr 18 04:03:26 2017
From: dave at horsfall.org (Dave Horsfall)
Date: Tue, 18 Apr 2017 18:03:26 +1000 (EST)

Subject: [BoatAnchors] Radio Australia off air
In-Reply-To: <6f2568d5-7050-c79a-b916-994bcd8079f3@ix.netcom.com>
References: <6f2568d5-7050-c79a-b916-994bcd8079f3@ix.netcom.com>
Message-ID: <alpine.BSF.2.20.1704181758590.5445@aneurin.horsfall.org>

On Tue, 18 Apr 2017, Richard Knoppow via BoatAnchors wrote:

> Radio Australia has decided to discontinue short wave broadcasts. One of
> the last and always a reliable signal here.

``Radio Australia terminated shortwave radio broadcasting effective 31
January 2017 but continues broadcasting online and using other
transmission modes such as DAB+.''

https://en.wikipedia.org/wiki/Radio_Australia

Blame our !@#$% government for that; Pacific islanders relied upon RA for
cyclone warnings etc. All in the name of alleged cost-cutting...

--
Dave Horsfall DTM (VK2KFU) "Those who don't understand security will suffer."

From arc5 at ix.netcom.com Wed Apr 19 00:20:04 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Tue, 18 Apr 2017 23:20:04 -0500
Subject: [BoatAnchors] TCS Receiver Revival Updated- Part 2.
Message-ID: <8F9FD709774E4AE0AB0AB81B2DFA2890@DaddyPC>

TCS Receiver Resurrection, Part 2.
(Posted widely because these concepts can
be applied to many BA rigs.)

Removing the IF/Det/Audio Modules for R0ebuild.

Most of the resistors and caps in the four modules
are going to need replacing. It looks daunting,
but it's not so bad if one follows these steps.

Stage location reminder:
https://goo.gl/photos/Drx2a5s1m26CbgLf8

To do this repair, you need to remove the
2nd IF, Detector/BFO and Audio modules from
the receiver. There is no need to remove the
1st IF module; once we have the first three out,
you can repair that module in situ.
You will also need some good Corona Dope,

both for strengthing old wire insulation and for
insuring your IF and BFO coils survive power-up.
More on that later.
https://goo.gl/photos/hU6Tg4N9KAahRk3m6
I got this a the local Frys store. Not cheap, but
it does a job nothing else will do.
http://www.frys.com

Now that sounds daunting, but it's really not that
bad if you're patient. You have to remove them
in a specific way because of their interconnection;
you can't reach all the parts or get a soldering iron
everywhere you need to fix them without disassembly.

Remove the rear panel (if not already off).
Use the two spline wrenches from the rear panel
to remove the BFO Pitch knob and the cabinet latch
from the side near the modules.
There is an index mark on the BFO shaft but you'll
need to add another to tell which way is "up."
Loosen the two screws on either side of the
panel where the BFO shaft comes through.
Do not remove them- just loosen them.
Remove the screws securing the modules to the
side panel. Remove the handles and screws
securing the side panel and remove the panel,
exposing the modules.
https://goo.gl/photos/KRm6VKrnmHqgR59aA

A wiring harness connects to terminals on
each of the phenolic boards used in the
individual stage modules. Lacing cord
secures the wires from the harness to each
board. Cut the laces on the first three modules
from the front. Leave the lace and harness on
the 1st IF module at the rear intact.

Before removing the harness wires,
mark each wire and each terminal
so you can get reconnect them correctly.
Do this carefully and double-check;
an error will be a big pain to find and fix.
You may need to try a couple of methods
of marking before you find one that works well
for you.

Unsolder the wiring harness connections
from the first three modules.

Important: These wires are old and may fray if handled carelessly. If they begin to fray, coat with Corona Dope and let dry.

There is one wire from the harness into the Audio module that is down on the side, connected to the inside end of C-235.
https://goo.gl/photos/ArtKcpzL36GWDr146
https://goo.gl/photos/YUscrcHo7yNAwDAR7
It is a pain to reach with an iron. Make sure you have the correct wire, going from C-235, into the wiring harness. In the TCS-12, this is a long wire going to the harness on the side of the modules. In the TCS-13, it's a short wire (and a pain!) going into the harness above the modules. Mark and cut this wire; we will install a "pigtail" on that cap (and one on the wire if needed) so they can be easily reconnected when you reassemble.

There are two wires going through rubber grommets in the shield between the 2nd IF and the Detector/BFO module. There is one wire going through a grommet in the shield between the 2nd IF and the 1st IF, which is "trickier" to reach.
https://goo.gl/photos/Zs4AK5XAJ1Hj5vJr8
https://goo.gl/photos/j1KCJyGep5aKd9818
These wires must be unsoldered, marked for return and pulled through the grommets so the 2nd IF module can be removed.
I recommend you "Corona Dope" all three of these wires before you try to move them. They may fray when you pull them through the gormmets. The dope will help hold the clothe/fiber insulation together.

There are two bare-wire busses running between the four modules:
https://goo.gl/photos/NfBvCqZXPh6v1t3Z7
The filament voltage buss can be unsoldered from the 1st IF and 2nd IF module terminal boards and the end bent upward to clear.
The ground buss will have to be cut in two places and bent out of the way.
https://goo.gl/photos/7TnZZ3pPYA1pwi7u8

The 2nd IF module must come out first.

If the wire harness has been marked and unsoldered,
the three grommeted thru-hole wires disconnected
and the two busses handled, remove the remaining
two screws holding it and remove the 2nd IF module.
Now remove the four screws holding the Detector
and Audio modules, move them straight back into
the space vacated by removing the 2nd IF and
take them out as one interconnected unit.
https://goo.gl/photos/gQqgQL7Hfnz9432J6
https://goo.gl/photos/SwUyfeSMMuct4zW37
This should leave the 1st IF still mounted on the
chassis. You have room to work on it without
removing that one.

In Part 3, we will seek and replace baddies
in the main chassis, then tackle rebuilding
these modules.

GL OM ES 73 DE Dave AB5S

From haney.howell at gmail.com Tue Apr 18 13:28:18 2017
From: haney.howell at gmail.com (Howellh)
Date: Tue, 18 Apr 2017 13:28:18 -0400
Subject: [BoatAnchors] Radio Australia off air
Message-ID: <E3128189-E994-4E62-927B-C225B0C4F149@gmail.com>

I was friends with the former Foreign Editor at VOA. We had a number of heated discussions about their shutting down shortwave. I worked as a journalist in Asia, and more people knew Got any free time over the next few days?   More people knew me from listening to my stories carried on VOA than CBS. Every village in the Third Word has full and free internet, right? It certainly helps get the message out in times of crisis. Fire up your laptop, whip the kids pedaling the bicycle generator, and you're in business!

Haney
k2xn

> On Apr 18, 2017, at 4:03 AM, Dave Horsfall <dave at horsfall.org> wrote:
>
>> On Tue, 18 Apr 2017, Richard Knoppow via BoatAnchors wrote:
>>
>> Radio Australia has decided to discontinue short wave broadcasts. One of
>> the last and always a reliable signal here.

>
> ``Radio Australia terminated shortwave radio broadcasting effective 31
> January 2017 but continues broadcasting online and using other
> transmission modes such as DAB+.''
>
> https://en.wikipedia.org/wiki/Radio_Australia
>
> Blame our !@#$% government for that; Pacific islanders relied upon RA for
> cyclone warnings etc. All in the name of alleged cost-cutting...
>
> --
> Dave Horsfall DTM (VK2KFU) "Those who don't understand security will suffer."
>

From arc5 at ix.netcom.com Wed Apr 19 21:33:48 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Wed, 19 Apr 2017 20:33:48 -0500
Subject: [BoatAnchors] Radio Australia off air
In-Reply-To: <E3128189-E994-4E62-927B-C225B0C4F149@gmail.com>
References: <E3128189-E994-4E62-927B-C225B0C4F149@gmail.com>
Message-ID: <B1C18699869D4FE3870E16F8B0F2B19E@DaddyPC>

Once Brother Stare and his howling, moaning Sunday morning "Zombie Invasion" go to their reward (Well, Brother; you did say it was going to be in my life time, not yours), it's going to get mighty quiet on the SWL bands.

From packradt at gmail.com Wed Apr 19 22:39:36 2017
From: packradt at gmail.com (packradt packradt)
Date: Wed, 19 Apr 2017 21:39:36 -0500
Subject: [BoatAnchors] TCSes and no more Radio Australia: combining whingeing and thankfulness into one space-saving post.
Message-ID: <CABYRTqf-1105hYp4+n+skvbgkthiNpZ5v5Pa8bD1ithdNjYDqg@mail.gmail.com>

Thanks to Dave S. for posting the article on TCS repair, and the annotated pictures. I have a never issued/never used TCS-13 pair (received years ago as a freebie from a now SK Civil Air Patrol veteran) that deserves this level of attention. I bought the manual from Robert Downs at that time (perhaps over fifteen years ago now) and can attest to its quality. I'm sure I've repeatedly frobbed the knobs--I will have to muster up the courage to dig them out to see what kind of mayhem that I ended up causing with that youthful indiscretion years ago.

In the exact same digest where I found the above, I note the passing of Radio Australia, and had that transient bleak thought: What the heck do I still care about getting a receiver working, when the shortwave stations I used to listen to 'wisp away' like this? Commercial shortwave is long in the tooth, to be sure, but I would've supposed it to still have some miles of useful life ahead of it.

There were so many commercial stations to choose from when I first started listening in the eighties. I'm sure there are many on this list who can attest to an even deeper bench of SW broadcasters and quality programming in the seventies, sixties and before.

I'll change the subject, lest this become one long boring whinge on the subject of Things I Can't Change.   Last weekend, at our local old radio club swap, I picked up a fairly nice cased navy gray Hickok Oscilloscope -- obviously an OS-8, even though it doesn't have any military nomenclature tags. Instead, it just has a Hickok (Cleveland 8, Ohio) serial # plate, and is very precisely machine engraved with a serial number marking it as TVA property. This fills in for the mil. one I had years ago, that a friend of mine begged off of me to use as a work scope (?) It led a short hard life; it got banged around in his truck a lot and got jettisoned shortly thereafter.

Don't ask me what I'm going to ''do" with it and expect to get any kind of satisfying answer. It's going up as a 'shelf sentinel' beside the Waterman S-10-A Pocketscope because I like the looks of them, full stop. These things bristle with labeled switches that give the most satisfying *snap* from position to position-- full size rheostats and binding posts capped with bakelite, the antithesis of the modern plastic-cased scopes that work through rubber chiclet keys, dredge up submenus to dive through, and offer pop-up reminders for software upgrades. Admittedly yes, far, far more functionality.

In the face of the new tiny 'software defined' radio units supposedly covering more-shortwave-better, and a continued decline in station choices and program variety, I guess that's the continuing whyfore of heavy old electronica for me, even if it is destined in my lifetime to be as silent as a display case of telegraph sounders: the history, the construction, the looks, the history. Yes, I said history twice.

Best to all,
Nathan KC4TFR/KM4MQS
one random scrounger

From arc5 at ix.netcom.com Tue Apr 25 09:05:52 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Tue, 25 Apr 2017 08:05:52 -0500
Subject: [BoatAnchors] TCS Receiver Resurrection Update, Part 3 (last)
Message-ID: <71C1CF934C314329B5CD296C4D9F4C10@DaddyPC>

TCS Receiver Resurrection, Part 3 (last)

RF, Converter and LO stages.

The phenolic board behind these stages mounts most of their suspect parts. Remove the screws and lift the board to get to an oil-filled cap. If this cap is bad, you can nip the wires to it and mount replacements above. One will go at the tube base of the LO and another will mount on the top of the board. Just follow the wires. Replace any bad resistors etc.
https://goo.gl/photos/3B6UfSK2dNKTink86

On the "postage stamp" caps in the tuned circuits: These are all in low-voltage grid circuits and I've never had trouble with them. They are mounted in places that would require removing coils to reach them and I worry about that old ceramic cracking. Unless you have reason to believe one of them is bad- like a stage that won't align- I recommend leaving them alone.
Open a can of green-pea soup and pour it over the tuning capacitor.

The IF/Detector/Audio Modules.

Remove the screws holding the phenolic boards in the modules to reach the suspect parts.
https://goo.gl/photos/JVekpq39V1zv6TsC7
https://goo.gl/photos/9t89ZyFCuXvBL7nr6
Replace all the "postage stamp" caps in these modules, even if they check "good." Consider it "preventive maintenance" so you don't have to take this apart again. The big "transmitting" caps in the Audio module are likely just fine. Remember to solder a "pig tail" to C235 to reconnect that "too tight for an iron" connection from the wiring harness.

There are two kinds of TCS IF transformers:
1. A hollow cylinder with slots on opposite sides that pistons an iron core.
2. Tuned with two variable capacitors.
https://goo.gl/photos/u6AMKd4zqjY5f1MH8
If you have these, we will be covering an issue with them below.
Note that all the BFO adjustments I've seen were one of these variable caps.

I've heard that some early IF transformers have a "Philco" adjustment- a 1/4 nut soldered to the top of an iron-core adjustment shaft, but I've never seen one like this.

The phenolic in the IF transformers and Detector/BFO cans is hygroscopic- it sucks-up moisture and will leak high voltage to the chassis. If you have a working TCS receiver and hear what sounds like "thunder storm static" with no antenna, it's likely to be this problem and you need to fix it right away because it will quickly blow-open IF transformer windings and finding replacements is tough.

Two 1/4 inch nuts hold the IF and BFO shields in place. Mark the shield so it goes back on the same way. Be careful- the wire inside is fragile. The phenolic board at the bottom is held to the chassis by two screws. Remove the screws and carefully lift the transformer to provide some clearance.

Coat the top and bottom phenolic plates with Corona Dope. Coat the chassis where the IF transformer mounts, especially the insides of the screw holes- a favorite place for the high-voltage leakage tracks. Allow to dry completely before reassembly.
The IF transformers have fixed capacitors across some windings. I've never found one bad.

If you have the "two variable caps" IF transformers, you likely have a tricky problem with some of them. The rotor shaft has and adjustment nut that was "press-fit" on the shaft, holding the rotor at the correct position. Many of these nuts have cracked and the rotor falls down, shorting the cap.
This type cap is also in all the BFO cans I've seen and they had all cracked.
There are different opinions on how to address this issue. I put a small dab of JB Weld epoxy in the top of the nut (not to much; don't want it to squeeze out the bottom), covered it with the wax paper to prevent sticking and used a small "C-clamp" to hold the rotor plates centered while the epoxie set over night.

There may be better ideas. Would like to hear them.

Time to reassemble. Be sure to put all the screws back
in the plate over the tuned circuits.
Those wires that feed through the rubber grommets
on the 1st and 2nd IF modules:
It is very easy to get those caught between the
module and the chassis when re-installing
the modules. Tuck them out of the way before
reassembly. I got caught with that one and
nearly pinched a wire off.

I recommend connecting the B+ and bringing it up slowly
without applying filament voltage to check for any shorts.
If all seems well, cross your fingers, say a prayer
and power up.

Align the radio per the manual.
Note: If you plug a speaker into the headphone
jack, your audio is being fed through an 1800
Ohm resistor. Check the diagram. For best
audio, use the audio feed from the power plug
and a properly-matched speaker.
You'll get all the audio you can stand.
The rig should be quite sensitive and, after a
warm-up, very stable.

If you use the rig on CW according to the design,
you'll get "ear pops" in the speaker and phones.
You can fix this with a couple of zener diodes.
We've already exhaustively covered how
"this won't work." Actually, it works just fine.
Two 1N4734A Zener diodes connected in parallel,
but in opposing directions (anode to cathode and
cathode to anode) soldered across the earphone
jack terminals fixes the "pop" in headphones.
https://goo.gl/photos/oZJYbzutX4Dw8Bww5
In the original circuit, there is an 1800 Ohm resistor from
the audio output transformer secondary to the headphone
jack. Assuming this resistor hasn't been removed, this
should make earphones on CW work well.

If using an external speaker via the connector,
use "steering diodes" before the zeners.
https://goo.gl/photos/VsdamG7NsHuEzjYZ6
With these diodes in place, CW with the TCS is
"pop-free" and as comfortable as any modern rig.

I hope this has been helpful and I will be glad to answer any questions I can. If there is any interest, I could cover the restoration of the TCS transmitter, which isn't nearly as much work ;-)/ I don't know everything and there are lots of people here smarter than me. I welcome any comments, contributions etc. Between us, we can get you going.

GL OM ES 73 DE Dave AB5S.

From ddillman at igc.org Thu Apr 27 12:54:51 2017
From: ddillman at igc.org (Richard Dillman)
Date: Thu, 27 Apr 2017 09:54:51 -0700 (GMT-07:00)
Subject: [BoatAnchors] MRHS Newsletter - Special Hardware Issue
Message-ID: <2705412.7340.1493312091173@elwamui-hybrid.atl.sa.earthlink.net>

The special hardware issue of the MRHS Newsletter is available at:

http://conta.cc/2pqbQb5

See our recently acquisition of two magnificent RCA SSB R3 diversity receivers, the discovery of an arc transmitter and an electro-mechanical Baudot to Morse converter!

Best,

RD

=================================
Richard Dillman
Maritime Radio Historical Society
http://www.radiomarine.org
=================================

From 1oldlens1 at ix.netcom.com Thu Apr 27 14:38:39 2017
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Thu, 27 Apr 2017 11:38:39 -0700
Subject: [BoatAnchors] MRHS Newsletter - Special Hardware Issue
In-Reply-To: <2705412.7340.1493312091173@elwamui-hybrid.atl.sa.earthlink.net>
References: <2705412.7340.1493312091173@elwamui-hybrid.atl.sa.earthlink.net>
Message-ID: <2c73dbd3-f782-e2ef-813b-4122cde859fd@ix.netcom.com>

I got this newsletter. Thank you for continuing to publish it, I had thought it was discontinued. The news about the receivers is very interesting. There is a limited amount of information in the technical

literature about this general type of receiver. Western Electric built
similar rigs for AT&T international radio circuits. When used with
suitable antennas the circuits are extremely reliable and were the only
game in town for transoceanic telephone service before satellites.
Although I think there was an undersea cable for voice circuits built
about 1961. I used to hear both RCA and AT&T setting up international
calls on short wave many years ago.

On 4/27/2017 9:54 AM, Richard Dillman via BoatAnchors wrote:
>
> The special hardware issue of the MRHS Newsletter is available at:
>
> http://conta.cc/2pqbQb5
>
> See our recently acquisition of two magnificent RCA SSB R3 diversity receivers, the discovery of an arc transmitter and an electro-mechanical Baudot to Morse converter!
>
> Best,
>
> RD
>
> =================================
> Richard Dillman
> Maritime Radio Historical Society
> http://www.radiomarine.org
> =================================
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors
>

--
Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From arc5 at ix.netcom.com Fri Apr 28 12:05:18 2017
From: arc5 at ix.netcom.com (David Stinson)
Date: Fri, 28 Apr 2017 11:05:18 -0500
Subject: [BoatAnchors] Question for Smart People: IGBT Transistors
Message-ID: <D3D2CBC084F8420DB2CB98D4D2AD13BE@DaddyPC>

Question for Smart People:
One of the specifications for high voltage
IGBT Transistor (thank you, Mr. Harshman

and a letter is on the way) is Vce when the
the transistor is in saturation. Typically
3 or 4 volts.   Sort of like the newer FETs that
have a very low on-state resistance.

Am I correct to infer that when the IGBT is
saturated "ON," that 4 Volts at Ice is all
the transistor needs to dissipate?
For instance, if sourcing an Amp through
the transistor, IxV = 4 Watts dissipation.

Thanks,
Dave S.

From gumbear at pacbell.net Fri Apr 28 21:44:44 2017
From: gumbear at pacbell.net (Arden Allen)
Date: Fri, 28 Apr 2017 18:44:44 -0700
Subject: [BoatAnchors] Fw: Question for Smart People: IGBT Transistors
Message-ID: <779E9161AC194B61BB8262B2742FB89E@Lenovo>

-----Original Message-----
From: Arden Allen
Sent: Friday, April 28, 2017 1:40 PM
To: David Stinson ; boatanchors at mailman.qth.net ; ARC-5
Subject: Re: [BoatAnchors] Question for Smart People: IGBT Transistors

Correction: There is no such thing as an "IGFET." I meant to say "IGBT."

Arden Allen
KB6NAX

He who is cruel to animals ....

From gumbear at pacbell.net Fri Apr 28 21:44:33 2017
From: gumbear at pacbell.net (Arden Allen)
Date: Fri, 28 Apr 2017 18:44:33 -0700
Subject: [BoatAnchors] Fw: Question for Smart People: IGBT Transistors
Message-ID: <6C2C7DF6D64F41F1B7AE88F57B46988B@Lenovo>

-----Original Message-----
From: Arden Allen

Sent: Friday, April 28, 2017 1:38 PM
To: David Stinson ; boatanchors at mailman.qth.net ; ARC-5
Subject: Re: [BoatAnchors] Question for Smart People: IGBT Transistors

> Question for Smart People:

Dave, an IGBT is an Insulated Gate Bipolar Transistor. It is a FET and a NPN or PNP transistor together on a chunk of silicon. Similar to a Darlington bipolar pair. The advantage of such an arrangement is high impedance drive with low Miller feedback capacitance which makes for fast, high current switching. MOSFETs have the one distinct disadvantage of having a higher Miller (drain-gate) feedback capacitance (which slows switching speed) that requires low drive impedance to absorb the gate current at turn-on (somewhat negating the a MOSFET's high gate resistance). A typical bipolar switching transistor will saturate down to much less than a diode (.7V) drop but with the IGFET the FET requires some minimum amount of drain-source voltage to maintain its transconductance to drive the bipolar base, the reason for the higher saturation voltage spec. So, yes, the instantaneous power dissipation is Ic x Vce. The **average** power dissipation depends on the switching frequency, switching rise and fall times, and collector current.

Arden Allen
KB6NAX

He who is cruel to animals becomes
hard also in his dealings with men.
We can judge the heart of a man by
his treatment of animals.
?Immanuel Kant

From knjhanlon at msn.com Sat Apr 29 17:49:32 2017
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sat, 29 Apr 2017 21:49:32 +0000
Subject: [BoatAnchors] IGFET
Message-ID:
<CY4PR2001MB1687D9F68C1AC6C83BB76253A0120@CY4PR2001MB1687.namprd20.prod.outlook.com>

Arden,

The term "IGFET" stands for Insulated Gate Field Effect Transistor. Back in1968 and 1969 I was with Bell Labs in Allentown, PA, designing the semiconductor memory that was actually built by Western Electric and deployed in the 101 ESS. Our memory cells were made from what we referred to at the time as IGFETs. Perhaps the term was not widely used, but it did at one time at least exist.

Jim Hanlon, W8KGI

From WA5CAB at cs.com Sat Apr 29 18:17:21 2017
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Sat, 29 Apr 2017 18:17:21 -0400
Subject: [BoatAnchors] IGFET
Message-ID: <14139d.4acc2df.46366af1@cs.com>

I thought that I recognized it as that as well.

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

In a message dated 04/29/2017 16:49:47 PM Central Daylight Time,
boatanchors at theporch.com writes:
> Arden,
>
>
> The term "IGFET" stands for Insulated Gate Field Effect Transistor. Back
> in1968 and 1969 I was with Bell Labs in Allentown, PA, designing the
> semiconductor memory that was actually built by Western Electric and deployed in
> the 101 ESS. Our memory cells were made from what we referred to at the
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> at least exist.
>
>
> Jim Hanlon, W8KGI
>

From 1oldlens1 at ix.netcom.com Sat Apr 29 18:24:13 2017
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Sat, 29 Apr 2017 15:24:13 -0700
Subject: [BoatAnchors] IGFET
In-Reply-To: <14139d.4acc2df.46366af1@cs.com>
References: <14139d.4acc2df.46366af1@cs.com>
Message-ID: <7441870c-a143-451d-b0e3-7d27ba1c4ab8@ix.netcom.com>

I am another plus you can find the term on the web. I was surprised
that someone said they didn't exist. Perhaps they are not made any more
but they certainly did exist.

On 4/29/2017 3:17 PM, Robert Downs WA5CAB via BoatAnchors wrote:
> I thought that I recognized it as that as well.
>
> Robert Downs - Houston
> wa5cab dot com (Web Store)
> MVPA 9480
>
> In a message dated 04/29/2017 16:49:47 PM Central Daylight Time,
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>> at least exist.
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>>
>> Jim Hanlon, W8KGI
>>
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com
> https://theporch.com/mailman/listinfo/boatanchors
>

--
Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From w5adf at sbcglobal.net Sat Apr 29 21:12:56 2017
From: w5adf at sbcglobal.net (Allan Fritsche)
Date: Sat, 29 Apr 2017 20:12:56 -0500
Subject: [BoatAnchors] IGFET
In-Reply-To: <7441870c-a143-451d-b0e3-7d27ba1c4ab8@ix.netcom.com>
References: <14139d.4acc2df.46366af1@cs.com>
 <7441870c-a143-451d-b0e3-7d27ba1c4ab8@ix.netcom.com>
Message-ID: <091E0D9F7A6E4D2D9B5AF2ED45326059@ALHP>

Hi Richard and Robert et all.
I was a operation supervisor for Bell in the late 70's.
Was responsible for the TSPS electronic switching systems

that controlled the operator positions in Houston. Yes indeed
when we made a memory upgrade in one of my
offices, we used the IGFET modules instead of the old
Piggy Back Twister modules, Now those old memory units were
indeed a fine piece of work..Time marches on.
Al
W5ADF

-----Original Message-----
From: Richard Knoppow via BoatAnchors
Sent: Saturday, April 29, 2017 5:24 PM
To: boatanchors at theporch.com
Subject: Re: [BoatAnchors] IGFET

I am another plus you can find the term on the web. I was surprised
that someone said they didn't exist. Perhaps they are not made any more
but they certainly did exist.

On 4/29/2017 3:17 PM, Robert Downs WA5CAB via BoatAnchors wrote:
> I thought that I recognized it as that as well.
>
> Robert Downs - Houston
> wa5cab dot com (Web Store)
> MVPA 9480
>
> In a message dated 04/29/2017 16:49:47 PM Central Daylight Time,
> boatanchors at theporch.com writes:
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>> The term "IGFET" stands for Insulated Gate Field Effect Transistor. Back
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>> the 101 ESS. Our memory cells were made from what we referred to at the
>> time as IGFETs. Perhaps the term was not widely used, but it did at one
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>> Jim Hanlon, W8KGI
>>
> ____
> BoatAnchors mailing list
> BoatAnchors at theporch.com

> https://theporch.com/mailman/listinfo/boatanchors
>

--
Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

BoatAnchors mailing list
BoatAnchors at theporch.com
https://theporch.com/mailman/listinfo/boatanchors

From WA5CAB at cs.com Sat Apr 29 23:33:57 2017
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Sat, 29 Apr 2017 23:33:57 -0400
Subject: [BoatAnchors] IGFET
Message-ID: <143085.1eb81c00.4636b525@cs.com>

Yep, it certainly does. Only last week, a crew was out here replacing all of the pole to pole twisted pair in the neighborhood with fiber. Everything except the drops.

Robert Downs - Houston
wa5cab dot com (Web Store)
MVPA 9480

In a message dated 04/29/2017 20:13:13 PM Central Daylight Time, boatanchors at theporch.com writes:
> Hi Richard and Robert et all.
> I was a operation supervisor for Bell in the late 70's.
> Was responsible for the TSPS electronic switching systems
> that controlled the operator positions in Houston. Yes indeed
> when we made a memory upgrade in one of my
> offices, we used the IGFET modules instead of the old
> Piggy Back Twister modules, Now those old memory units were
> indeed a fine piece of work..Time marches on.
> Al
> W5ADF

From dave at horsfall.org Sun Apr 30 00:00:49 2017
From: dave at horsfall.org (Dave Horsfall)
Date: Sun, 30 Apr 2017 14:00:49 +1000 (EST)
Subject: [BoatAnchors] IGFET
In-Reply-To: <143085.1eb81c00.4636b525@cs.com>
References: <143085.1eb81c00.4636b525@cs.com>

Message-ID: <alpine.BSF.2.20.1704301356560.732@aneurin.horsfall.org>

On Sat, 29 Apr 2017, Robert Downs WA5CAB via BoatAnchors wrote:

> Yep, it certainly does. Only last week, a crew was out here replacing
> all of the pole to pole twisted pair in the neighborhood with fiber.
> Everything except the drops.

So, what converted the fibre to copper? There would be some sort of a box
on the pole, I guess. Was it still ADSL, and not converted to something
even faster (in Australia it's called NBN for National Broadband Network)?

--
Dave Horsfall DTM (VK2KFU) "Those who don't understand security will suffer."

From WA5CAB at cs.com Sun Apr 30 03:00:18 2017
From: WA5CAB at cs.com (WA5CAB at cs.com)
Date: Sun, 30 Apr 2017 03:00:18 -0400
Subject: [BoatAnchors] IGFET
Message-ID: <1437d4.6951fbbb.4636e582@cs.com>

I'm not sure. All that I know so far is that the phone service seems to be
the same. And our weird drop situation doesn't seem to have changed as
both lines still work out in the shop/garage. Because they charge monthly for
each drop (defined as a cable with 1 or more lines tied to their system at
the pole and going anywhere), both of our lines come from the pole to the
house (the official drop), then go back to the pole and down to the garage (the
line going back to the pole from the house doesn't connect to anything
except the third line going to the garage). So they obviously didn't touch that
or it wouldn't be working. Next time that I have a phone company guy out
here, I'll have to ask him how we are connected to the new fiber line.

In a message dated 04/29/2017 23:01:04 PM Central Daylight Time,
boatanchors at theporch.com writes:
> On Sat, 29 Apr 2017, Robert Downs WA5CAB via BoatAnchors wrote:
>
> >Yep, it certainly does. Only last week, a crew was out here replacing
> >all of the pole to pole twisted pair in the neighborhood with fiber.
> >Everything except the drops.
>
> So, what converted the fibre to copper? There would be some sort of a box
>
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>
> --
> Dave Horsfall DTM (VK2KFU) "Those who don't understand security will

> suffer."

Robert & Susan Downs - Houston
wa5cab dot com (Web Store)
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